

50X1-HUM



INDUSTRIAL INFORMATION ON YUGOSLAVIA



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25 October 1950

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**B. The Torpedo Factory in Rijeka, 21 Feb 1949**

Steno reports as follows:

Information from several reliable sources indicates that for some time work has been proceeding at the Aleksander Rankovic Torpedo Factory in Rijeka under the greatest secrecy on a new type of anti-submarine bomb, using an unidentified plastic explosive.

The technicians are said to have met great difficulties because of the shortage of hard steel.

**D. The Yugoslav Aeronautical Federation, 17 Mar 1949**

Steno reports as follows:

The president of the Committee of the Yugoslav Aeronautical Federation is Maj Gen Vladislav Ambrozic. The secretary is Lt Col Mihajlo Velimirovic.

The Federation has a pilot school at Rama and a glider center at Vrsac.

During the annual assembly of the Federation, it was observed that the membership and training of the parachute corps had suffered from the lack of funds and the reduced premilitary parachute training.

The glider flyers have reached a high level of training. Recently the "Letov" Glider Factory at Ljubljana built the prototype of a glider designed by Engineers Cian and Obad, called the "Orao".

**F. New Yugoslav Railroad Line, 17 Mar 1949**

Steno reports as follows:

A new railroad line has been opened near Foca. This is a forest

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line, connecting a large sawmill of recent construction with the Brod railroad station. Before this line was built, transportation was provided by a lighter on the Drina.

The length of this new line totals 2 kilometers, but it is important because it crosses the reinforced concrete bridge recently built over the Drina.

Previously the only bridges over the Drina were those near Visegrad and Zvornik.

E. The "Treci Maj" Shipyard in Rijeka, 17 Mar 1949

Steno reports as follows:

The SS Zagreb was launched recently in the "Treci Maj" Shipyard in Rijeka. The ship will carry passengers and freight. Its machinery was built in the same shipyard.

The same shipyard has also built the motor ship Skoplje and a large crane for the shipyard itself.

The "Uljanik" Shipyard in Pula has converted the merchant steamer Topusko into a freight and passenger ship. Thirty new cabins with 52 beds have been built.

I. Manufacture of Antitank Mines at Kragujevac, 13 Apr 1949

Steno reports as follows:

Several sources report that for some time a new type of antitank mine has been under construction in the enterprise in Kragujevac. The steel jacket of the mine is only  $\frac{1}{2}$  centimeter thick and holds 2 kilograms of TNT.

The upper and lower parts of the mine have a device for detonation on percussion and another device for detonation as the mine is removed. The latter device consists of a system of tying several mines together

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in such a way that the detonation or removal of one mine causes the explosion of the whole group of mines.

Experiments have shown that even the heaviest Tigar tanks cannot survive the violent explosion of these mines, and that the explosion of a group of mines produces a ditch which a tank will have difficulty in crossing. Thus after the explosion the area is automatically fortified by an efficient antitank defense. For this reason Yugoslav technicians would be wise in using the new mines for defending approach routes to cities and for necessary crossings where the explosion of the mines would create a serious obstacle to the normal passage of troops.

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